

CLAIMS

1. An air conditioner for a vehicle, comprising:

a variable capacity compressor for compressing a
5 refrigerant and controlling a discharged volume of the
refrigerant by a power source for driving a vehicle: and
a controller for setting a second target temperature
higher by a predetermined temperature than a preset first target
temperate and controlling the discharged volume of the
10 refrigerant based on the second target temperature when entering
into a state where fuel consumption of the power source for
driving the vehicle is lowered.

2. The air conditioner for a vehicle according to claim 1,
15 wherein the state is either of states where the vehicle
accelerates and climbs a hill.

3. The air conditioner for a vehicle according to claim 1,
wherein the state is a state where the power source for driving
20 the vehicle accelerates.

4. The air conditioner for a vehicle according to claim 2,
wherein the controller sets the second target temperature lower
by a predetermined temperature than the first target temperature
25 and controls the volume of the discharged refrigerant based on
the second target temperature when the vehicle enters into a
deceleration state.

5. The air conditioner for a vehicle according to claim 3,
wherein the controller sets the second target temperature lower
by a predetermined temperature than the first target temperature
5 and controls the volume of the discharged refrigerant based on
the second target temperature when the power source for driving
the vehicle enters into a deceleration state.
6. The air conditioner for a vehicle according to claim 2,
10 wherein the controller sets the second target temperature lower
by a predetermined temperature than the first target temperature
and controls the discharged volume of the refrigerant based on
the second target temperature when the vehicle enters into a
constant-speed state.
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7. The air conditioner for a vehicle according to claim 3,
wherein the controller sets the second target temperature lower
by a predetermined temperature than the first target temperature
and controls the discharged volume of the refrigerant based on
20 the second target temperature when the power source for driving
the vehicle enters into a constant-speed state.
8. The air conditioner for a vehicle according to claim 1,
wherein the state is a state where the vehicle is at a low speed,
25 including a stationary state.
9. The air conditioner for a vehicle according to claim 1,

wherein the state is a state where the power source for driving the vehicle is at a low speed, including an idle state.

10. The air conditioner for a vehicle according to claim 8,
5 wherein the controller sets the second target temperature lower by a predetermined temperature than the first target temperature and controls the discharged amount of the refrigerant based on the second target temperature when the vehicle enters into a high-speed state.

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11. The air conditioner for a vehicle according to claim 9,
wherein the controller sets the second target temperature lower by a predetermined temperature than the first target temperature and controls the discharged amount of the refrigerant based on
15 the second target temperature when the power source for driving the vehicle enters into a high-speed state.

12. The air conditioner for a vehicle according to claim 1,
wherein the state is a state where the vehicle is stationary
20 and the discharged volume of the refrigerant from the variable capacity compressor shifts to a range of becoming the maximum.

13. The air conditioner for a vehicle according to claim 1,
wherein the state is a state where the power source for driving
25 the vehicle is idle and the discharged volume of the refrigerant from the variable capacity compressor shifts to a range of becoming the maximum.

14. The air conditioner for a vehicle according to claim 1, wherein the state is a time when an actual temperature becomes equal to the first target temperature.

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15. The air conditioner for a vehicle according to claim 1, wherein the state is a time when an actual temperature becomes equal to the first target temperature.